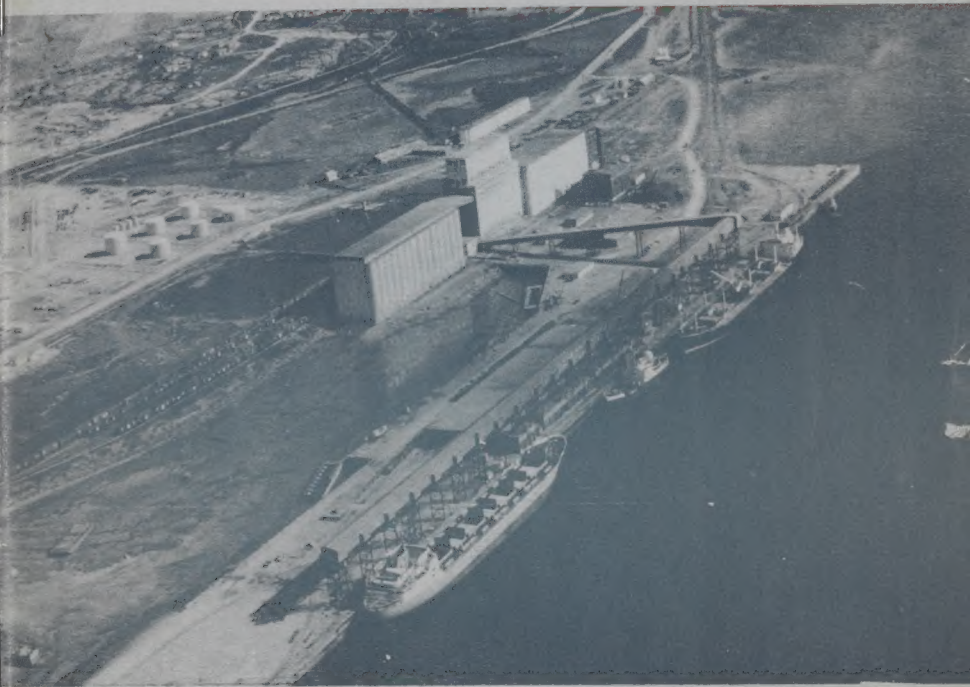


Twenty-second
Annual Convention



Churchill Harbour

**HUDSON BAY ROUTE
ASSOCIATION**

TISDALE, SASK.

FEBRUARY 17th and 18th, 1965

AIMS and OBJECTS

of

Hudson Bay Route Association

The Hudson Bay Route Association is a strictly voluntary—non political—western minded organization comprised of people resident in Western Canada's three Prairie Provinces of Manitoba, Saskatchewan and Alberta, which in 1943-44 succeeded the "On to the Bay Association" when that pioneer body was re-organized.

From its inception this organization has relentlessly pressed upon the Dominion Government the urgent necessity for an efficient development and successfully operated Hudson Bay Shipping Route, especially for the benefit of the people of our Prairie Provinces and in the national interest of Canada as a whole.

Our chief aim is to work for the fullest possible use of the Hudson Bay Route over the longest possible shipping season in each and greater development of our northlands. We have succeeded in making considerable progress in this respect, especially through the shipment of outgoing tonnage.

Now we feel, there is great need for a substantial increase of incoming traffic which the capacity of this transportation route can easily and safely handle, and we believe that such a condition can readily be corrected if western businessmen importers will assist through the routing of their purchase via the Port of Churchill. We therefore sincerely appeal to you to help provide some additional incoming cargoes.

This third great Canadian commercial route into and out of the heart of the West is a physical fact and it is well equipped to serve you. Shipment of your goods through Hudson Straits and across Hudson Bay into Port Churchill is as safe as human ingenuity and skill can make it, by ships equipped with radar, gyro compass, echo depth sounders, direction finders and radio.

The Government of Canada has provided lights, beacons, radio and direction finding stations, modern charts, ice breaker patrol ships and aerial ice reconnaissance and Marine Insurance rates have fallen and the season of navigation will be lengthened.

To all of those who have so arduously struggled for many years to bring the Bay Route to the success it enjoys today, to investigate diligently the matter of great usage of the route and to discover there will be considerable savings in money and time when shipping that way, the finding of new markets and cheaper purchasing power will be their reward.

As this is done, then so will Canada's economy be enlarged and become more prosperous.

#79347

OFFICIALS OF H.B.R.A.

Elected at Annual Convention
Tisdale, Sask.

February 17th and 18th, 1965

Honourary Presidents:

Hon. E. C. Manning, Premier of Alberta.
Hon. Duff Roblin, Premier of Manitoba.
Hon. W. R. Thatcher, Premier of Saskatchewan.

Immediate Past President:

W. G. Streeton, Plunkett, Sask.

President:

J. S. Woodward, 724 Sask. Cresc. E., Saskatoon, Sask.

First Vice President:

W. A. Richford, Box 507, Norquay, Sask.

Second Vice President:

S. N. McEachern, 211 - 11th St. E., Saskatoon, Sask.

Secretary-Treasurer:

Jas. F. Gray, 43 McAskill Cresc., Saskatoon, Sask.
Post Office Box No. 1034.

Executive Directors:

F. T. Appleby, 1205 Ave. D North, Saskatoon, Sask.
R. H. Boyes, Box 67, Kelvington, Sask.
F. L. Jobin, 45 Church St., Flin Flon, Man.
D. R. Lamb, Tisdale, Sask.
C. R. McIntosh, North Battleford, Sask.
J. D. McFarlane, Nipawin, Sask.

Directors:

J. A. Cameron, Youngstown, Alta.
A. K. Fraser, Bowsman, Man.
Don Griffin, Alameda, Sask.
Dr. C. Hollborn, Ph.D., Petersfield, Man.
A. R. Laliberte, Prince Albert, Sask., 501 - 15th St. W.
R. D. Marshall, Box 445, Churchill, Man.
O. J. Ortynsky, Canora, Sask.
Wm. McK. Ross, Lac Vert, Sask.
E. H. Starr, 102 - 14th Ave. S.E., Calgary, Alta.
H. Swartz, Melville, Sask.

Honourary Life Members:

R. H. MacNeil, Apt. 2 - 99 Bronson Ave., Ottawa, Ont.
W. J. Ward, Dauphin, Man.

CONVENTION

TISDALE, SASKATCHEWAN, FEBRUARY 17 and 18, 1965

Minutes of the 22nd Annual Convention of the Hudson Bay Route Association held in the Civic Centre, Tisdale, Saskatchewan, on February 17 and 18, 1965.

Registration commenced at 9 a.m. February 17, 1965.

The Convention was opened by the Vice-President, Mr. W. A. Richford, who welcomed the delegates.

Mr. W. R. Hodgins, Mayor, Town of Tisdale, spoke a few words of welcome to the Association and the delegates. He stated that it was a pleasure to meet Albertans and Manitobans in Saskatchewan, in Tisdale, and had met a man that morning who had walked into Tisdale in 1910. He wished the Association success in their endeavours.

The president of the Association, Mr. J. S. Woodward, was unable to be present due to illness. His report was read by Vice-President Mr Richford.

PRESIDENT'S REPORT

Ladies and Gentlemen:

I bid you a cordial welcome to our 22nd annual convention. I am sure you are looking forward, as I am, to the business we are met here to transact. I want also to express the appreciation of all of us to the town of Tisdale, the Rural Municipality and the Chamber of Commerce for their part in making our stay in this prosperous community so pleasant. I hope that nature will prove to be equally co-operative, although as these remarks had to be set down some two weeks ago, this, of course, is one of those things it is impossible to foretell.

As you will learn from subsequent reports, 1964 was not one of our better years so far as trade through Churchill is concerned. Wheat shipments were down and imports were at at distressingly low level. This should not be taken as in anyway reflecting on the activities of your Directors, who have devoted much time to publicising the advantage of making the maximum use of the port and its facilities. Whenever we make representation in those quarters where we feel that their influence could have some bearing on trade through Churchill, we are told firstly that the export of wheat depends on the idiosyncrasies of the European buyer, that the Wheat Board and its agents are doing all they can to move greater volumes of wheat through the port, and that so far as imports are concerned, past avenues of supply and the non-competitive nature of the

Congratulations . . .

to the

Hudson Bay Route Association

**FOR A CONTINUING CONTRIBUTION
TO DEVELOPMENT OF TRANSPORTATION
IN THE NORTH**

**Department of
Industry and Commerce**

WINNIPEG, MAN.

HON. GURNEY EVANS
Minister

R. E. GROSE
Deputy Minister

freight rates from Churchill to interior distributing points are making business ever more difficult. The increase in traffic via the St. Lawrence Seaway has some bearing on this unhappy situation. I expect we shall have some discussion here on both of these subjects.

There are, as you may imagine, a number of other topics which your resolutions committee will want to bring before you.

They may be considered as hardy perennials but to change the metaphor the old saying that constant dripping wears away a stone may, I hope, have some bearing on the situation.

Perhaps I might be permitted to touch on one or two and make my own observations at this time.

There is now a highway into Thompson, Man. It would be a wonderful thing for the north country and Churchill in particular, if a start could be made on extending this to tide-water. Judging from the enjoyment our tourists get from our excursions, it is quite easy to imagine the amount of traffic which could be generated by a modern highway. Many people, I believe, motor over the Rogers Pass just to be able to say they have done so. And by the way there are no mountain slides to contend with between Thompson and Churchill. It would be as justifiable a road to resources as one could imagine.

Another topic with which I expect you would like to have some discussion is the matter of the so-called branch line abandonment proposal. Personally having read a good deal on the subject and listened to the Prime Minister and the Vice President of the Prairie Region of the C.N.R. discuss the subject at some length, I am not so alarmed as some people appear to be. It is however highly desirable that the people immediately concerned make all the necessary representations under the proposed legislation as to the effect any branch line abandonment will have on their communities. You may be sure they will be listened to. You may be assured also that your Directors will be vigilant in keeping a close eye on the situation as it affects lines tributary to the Churchill line.

Interesting suggestions have been made respecting the possibility of diverting the Churchill River a few miles up stream from the harbour, to increase the salinity of the water there, thus preventing as early a freeze-up in the fall, as is now the case. This too might be a subject for further exploration at this meeting.

This is the fifth presidential address I have had the privilege of presenting to you. Unfortunately during the past year, I have not been able to devote as much time as in former years to the affairs of the Association. This has in some measure involved a greater amount of work on our energetic secretary-treasurer Jim Gray, to whom my thanks are most cordially

tendered. His report and the other documents which you have before you, testify eloquently to his multifarious activities.

So I am reluctantly coming to the conclusion that time is catching up with me. It has been a great pleasure and privilege to have served you as President during the years you have put up with me. I wish you success in our proceedings here in Tisdale and I hope, as a result, we can look forward to better times for the Hudson Bay Route, in which we all have such faith.

Respectfully spbmitted,

J. S. Woodward, President

Mr. C. H. Malcolm, of the National Harbours Board, moved that a telegram be sent to Mr. Woodward from the convention. Seconded by Mr. J. A. Cameron. Carried. The following telegram was sent:

"The delegates at this annual meeting of the Hudson Bay Route Association are greatly disappointed that you are unable to be with us. We sincerely hope that you will soon be able to assume your normal duties in your usual efficient manner."

Appointment of committees was the next order of business. The Chairman informed the meeting the Directors had appointed Mr. F. Appleby as Chairman of the Resolutions Committee and asked for a nomination of two people from the floor. The following were nominated:

Mr. Bud Fraser, by Mr Kirpatrick.

Mr. Fred Adames, by Mr. Ross.

It was moved by Mr. Streeton, seconded by Mr. McIntosh, that nominations cease. Carried.

The meeting was then advised that Mr. Robert Marshall had been appointed by the Board as Chairman of the Nominations Committee and two nominations were asked for from the floor to serve with Mr. Marshall. The following were nominated:

Mr. W. G. Streeton, by Mr. McIntosh.

Mr. Bob Lamb, by Mr. Appleby.

Mr. Cameron moved that nominations cease, seconded by Dr. Hollborn. Carried.

Mr. C. R. McIntosh moved that Mr. J. D. McFarlane assist the Chairman throughout the convention. Seconded by Mr. Marshall. Carried.

Mr. J. F. Gray then read the financial report and moved its adoption. Seconded by Mr. McIntosh. Carried.

HUDSON BAY ROUTE ASSOCIATION

Statement of Receipts and Payments

for the year ended December 31, 1964

RECEIPTS

Memberships:

Rural Municipalities	\$ 4,765.00
Cities	675.00
Towns	250.00
Individuals	399.30
Boards of Trade	275.00
Wheat Pool Committees	310.15
Farmers' Union	185.00
Co-Operatives	240.00
Business Concerns	789.00
	\$ 7,888.45
Grants and donations	2,163.00
Meetings and conventions	405.00
Interest	416.45
Sundry	43.41
Churchill Excursion (net surplus)	1,034.29
Advertising	85.00
Total receipts	12,035.60
Cash in bank—January 1, 1964	3,407.32
TO ACCOUNT FOR	\$15,442.92

NOTE—The Association has on hand Canada Permanent Trust Guarantee Certificates totalling \$7,000.00.

We have prepared the above statement of receipts and payments from the secretary's cash book and in our opinion it is an accurate presentation of the cash transactions of the Hudson Bay Route Association for the year ended December 31, 1964.

Touche, Ross, Bailey & Smart
Chartered Accountants.

208 MacMillan Building,
Saskatoon, Saskatchewan,
January 12, 1965.

HUDSON BAY ROUTE ASSOCIATION
Statement of Receipts and Payments

for the year ended December 31, 1964

PAYMENTS

President and Directors' expenses	\$ 1,820.72
Secretary's Salary	4,165.92
Secretary's expenses	440.53
Office rent	600.00
Postage and express	431.14
Telephone and telegraph	218.74
Stationery and office supplies	1,418.88
Advertising and publicity	302.22
Subscriptions and fees	317.80
Conventions and meetings	396.00
Delegations	1,186.29
Bank charges	66.55
Unemployment insurance	48.96
Canada Permanent Trust Guaranteed Certificates —	
5-1/4 %	1,000.00
Office equipment	21.62
Sundry	20.40
Total payments	12,455.77
Cash in bank—December 31, 1964	2,987.15

ACCOUNTED FOR **\$15,442.92**

DON LAMB

LOCKER PLANT and HOME FREEZER
 PROVISIONING CENTRE

Phone 2344

TISDALE

SASKATCHEWAN

What REALLY counts when you pick an Elevator Agent?

You can get to know an agent by talking with him. But, when it comes right down to it, you can't judge how good he is at his job until you see what happens when you haul a load of grain onto his platform.

A good agent may not be much good at talking. But just watch him work! See if he looks after your interests! You get to know that a good agent's judgment is absolutely fair and accurate.

Here is what U.G.G. looks for when promoting a helper or hiring a new man to manage an elevator:

1. He must be absolutely honest.
2. He must be a hard worker.
3. He must know his business thoroughly . . . and be capable of keeping up-to-date on fertilizer, seed varieties and everything else for which recommendations change. (Of course he will be helped by U.G.G.'s special Advanced Agent Training Program).

Likely you agree that these are the qualities that really count when you pick an agent to weigh and grade and buy your grain.



The Farmers' Company

Discussion followed this report. A question was asked about grants to the Association and Mr. Gray stated that the following were the three highest grants in each year:

\$750.00 from the Saskatchewan Government.

\$750.00 from the Manitoba Government.

\$500.00 from the Saskatchewan Wheat Pool.

Receipts and expenditures were practically the same as last year. A question was then asked as to how many towns and villages in this area participated in the Association. Mr. Gray stated that approximately one-half (140) municipalities in Saskatchewan were members, whereas there were 22 in Manitoba and 18 in Alberta. He also stated that it was the interest of every farmer to belong as they would participate in the saving of grain shipped through Churchill.

The Secretary then read his Annual Report and moved its adoption. Seconded by Mr. Bert Mitchell. Carried. Mr. Richford expressed the Association's appreciation of Mr. Gray's hard work

REPORT OF THE SECRETARY

1964 will remain in my mind for a very long time. I have found it one of the most difficult and frustrating ones so far, as Secretary of the Hudson Bay Route Association. I do not know whether to blame myself, the Government, the weather or just plain circumstances, but we have had to overcome many obstacles.

First of all, we did have a wonderful Convention at Prince Albert on March 24th and 25th. However, as is expected, it did create much work for headoffice. We did not mind this, but both the President Mr. Woodward, and myself took sick right after the Convention. We were both under the Doctor's care for some time. I could still carry on my work, but it certainly interfered with the efficiency of the office to some extent. It also interfered with our plans to send a delegation to points East, as soon as possible after the Annual Meeting. We also had considerable difficulty in arranging our Excursion. Major changes had to be made from time to time, which took time and planning. An Executive meeting, which had been called, had to be postponed, as all the members could not attend on that date. When it was held on October 17th, a great amount of work was planned, such as a delegation to Ottawa and other points, meeting with all kinds of people and authorities, information, literature and submissions to be drawn up etc. The delegation was away for ten days, and upon our return we took a much needed holiday for ten days, following which we proceeded to try to arrange our year's end work, plus arranging for our 1965 Convention, Excursion etc.

It has been a hectic year for your Secretary, but hard as it has been, we have enjoyed the work as usual. It offers a challenge to us all, and we feel we are doing a worth-while job, and working with and meeting some of the finest people we have ever met.

This past year, your head office has carried on an extensive campaign with correspondence and literature. You will note from the balance sheet, that our postage is \$100.00 higher than in 1963. This reflects the mailing of literature. We have assembled information pertinent to the Hudson Bay Route and the port of Churchill and have completed four booklets during the year, copies of which are available at this convention. Copies of these booklets run into the thousands. They have all been compiled, completely assembled and finished by ourselves. If this work had been done by outside sources, the cost to the Association would have been considerable.

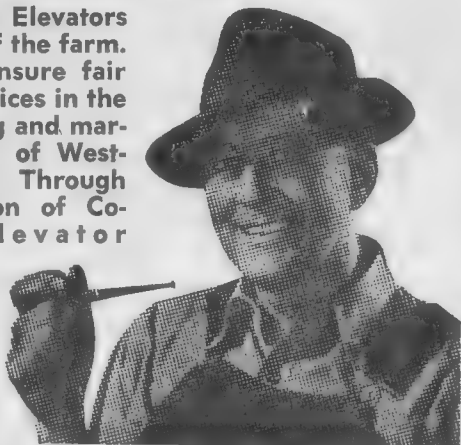
The two excursions during 1964 were very successful. Of course, as usual they did not go according to plans, but that is part of the Secretary's headache. However, they were both very successful in every way. They excursionists were high in their praise for the treatment they received all the way. Some of them, one from the U.S.A. told me he felt it had been a privilege to go on this trip. He stated he had no idea that there were so many nice people in the world. Those excursions are without doubt the best advertising we have for public relations. I would like at this time to give my thanks and credit for the success to the following:—The Chambers of Commerce at Tisdale, The Pas, Flin Flon, Thompson and Churchill, the Board of Trade at Melfort as well as to the civic authorities at those points. To the United Grain Growers and the Saskatchewan Wheat Pool, who furnished a man with moving pictures for the trips. To all the business concerns that gave us various treats and souvenirs for the passengers. Then last but not least to our old friends the Canadian National Railways. I do not believe they have any other customer who complains as much as Jim Gray about their service and I do get into hot arguments, but all of their personnell will go a long way out of their way to help make our excursion a success.

To all those who I have mentioned and to others who perhaps I have overlooked (I hope not) please accept my personal thanks. We are now arranging the itinerary for our 1965 Excursions, which will leave Saskatoon on July 26th and August 23rd.

During the year we have addressed some meetings, but not as many as in 1963. The trend now at the Provincial level of conventions is to get away from Fraternal delegates and miscellaneous speakers. The Delegates to all those conventions are objecting to spending their time listening to speakers, other than their own. This means that our Association, together with many others, are allowed to distribute literature, but are re-

Why Manitoba Farmers Are POOL MEMBERS

Manitoba Pool Elevators is a product of the farm. It exists to ensure fair business practices in the grain handling and marketing system of Western Canada. Through this federation of Co-operative Elevator Associations, the Manitoba Pool Farmer owns and controls his business beyond his farm gate.



The many departments are a part of the member's efforts to further control the sale of his products and production costs. Every service provided is geared to improve the member's productive efficiency.

He is a businessman. He receives
'SERVICE AT COST.'



MANITOBA POOL ELEVATORS

fused the opportunity to speak. This appears to be the popular policy, but nevertheless, many of those organizations are our good supporters, financially and otherwise. Many of them have representation on our Board of Directors. Many of them, officially and unofficially write to me during the year, expressing their good wishes and support for what we are doing.

We are very grateful for the understanding of the Directors, for the help and suggestions from our Executive. We are very deeply indebted to our President Mr. Woodward, who at all times, even when in hospital, was willing to help or advise the Secretary whenever called upon to do so.

We would like to close with our thanks to all those who make possible the results obtained from our efforts. Special thanks to all those who from time to time write us personal letters of gratitude and cheer us on to greater efforts.

Respectfully submitted.

Jas. F. Gray, Secretary-Treasurer

Correspondence consisted of a letter from a satisfied excursion customer; telegrams from Peter Dalgliesh, England, Mr. Ron Turner, president of Trans-Air, letters from Mr. Bill Barker, president of the Manitoba Wheat Pool, and a letter from the City Clerk, Brandon, Manitoba, inviting the Association to hold their next convention in Brandon in 1966. There was also a letter from the Mayor of Winnipeg expressing congratulations and best wishes to the convention.

Mr. Bob Marshall of Churchill, Manitoba, then read the Directors' Report and moved its adoption. Seconded by Mr. Streeton. Mr. Marshall brought greetings to the convention from the Churchill Chamber of Commerce. Discussion brought out that Crow's Nest Pass rates apply to Churchill and that Churchill has "preferential freight rate" classification.

DIRECTORS' REPORT

The year 1964 will be remembered as a rather unique one, insofar as trade, both imports and exports via Churchill, was concerned. After our convention in Prince Albert on March 24th and 25th, every one was full of enthusiasm regarding the potential trade that was expected through the port of Churchill. The delegates voiced their opinions in the form of resolutions and the resolutions in turn were sent to the authorities concerned. Various promises were made and it was assumed that trade via Churchill stood a good chance to create another record.

Immediately after the Convention our President, Mr. Woodward, took seriously ill, and was confined to hospital and home

for a considerable period of time. In view of this, and also in view of the understanding that trade via Churchill would be encouraged as well as due to other circumstances, it was felt that a delegation to Ottawa and other points would not be opportune at that time, and it was therefore decided to postpone sending a delegation until a later date.

During the summer months the Secretary was very busy with our excursions to Churchill and would not be able to accompany any delegation or to even give time to gathering statistics or drawing up a submission. The Secretary has already reported on the operation of two very successful and popular excursions. Also the possibility of holding Executive meetings during that time was left in abeyance until early fall, when an Executive meeting was called. However it was found that most of the Directors were either away or busy with harvest and it was decided to postpone the Executive meeting until October 17th, when it was held in Saskatoon.

At the Executive meeting a report on the excursions was presented as well as a report of the Churchill operations for 1964. It was disappointing to all to find that trade, both exports and imports, had fallen off from 1963, and as a matter of fact were less than in 1959, six years previous.

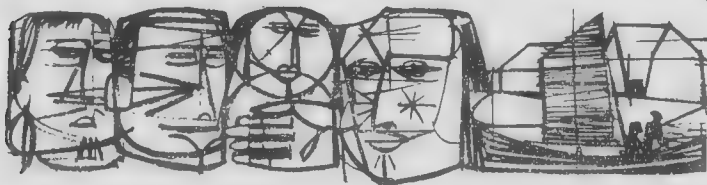
It was decided at this meeting to send a delegation to Winnipeg, Ottawa and Montreal as soon as possible, to interview not only Government officials, but businessmen, railroads, shipping and grain companies and any others who may be interested in Churchill trade. The delegation consisted of our Vice President Mr. Richford and our Executive Director Mr. Jobin. The Secretary was appointed to make all necessary plans and to go with the delegation. The report of this delegation appears elsewhere in this booklet.

Also elsewhere in this booklet you will find a report of the ice information officer stationed at Churchill during the 1964 season, from which you will note that some difficulties were experienced in the early part of the shipping season. However, outside of making the first vessel to arrive at Churchill little late no out of reason damage or delays were encountered.

The first vessel to arrive at Churchill was the M.V. "WARKWORTH" owned by the Dalgliesh Shipping Co. Ltd. England, on August 1st. This was 4 to 6 days later than usual. The last grain vessel to leave the port on October 11th, was the M.V. "SILKSWORTH", also owned by the Dalgliesh Shipping Line, although a Swedish oil tanker left on October 12th.

The Delegation reported that while on their trip to Ottawa, they were held up in Churchill on November 19th for two days, due to blizzard conditions, and at that time very little ice was observed in the harbour or the Bay. To the best of our know-

THE HUDSON BAY ROUTE



For over two hundred years the Hudson's Bay Company sent annual ships from England to Hudson Bay and for close to three hundred years Company ships have sailed through Hudson Strait delivering supplies to Northern Settlements.

Hudson's Bay Company.

INCORPORATED 22ND MAY 1670.

ledge this port of Churchill, less than 700 miles from the wheat producers' farm, stood idle from October 11th to ?

Total bushels of wheat exported from Churchill in 1964
—21,644,773.8.

compared to wheat exports in 1963 of 22,864,410 bushels
and in comparison to 1959 of 21,787,125 bushels.

Total grain vessels out of Churchill in 1964—41
in comparison to the 1963 season of 48

The largest cargo to leave Churchill was on the M.V.
"SILKSWORTH", carrying 901,600 bushels of wheat.

During the year two Directors and two Executive meetings were held. Many meetings were addressed by some of our Directors or the Secretary.

The complete proceedings of our 1964 Convention, held in Prince Albert on March 25th and 26th, were printed in booklet form and over 2500 copies of this booklet were sent out to our membership, various other contacts and interested parties in all parts of Canada, the U.S.A. and other parts in the world, who may be interested.

In closing we might say that we are far from being satisfied with the volume of trade over the Hudson Bay Route via Churchill. We are also far from satisfied with the length of the shipping season. The same applies to railway freight rates, marine insurance and rates. However, we do know that by our actions we have been able to bring about many remedial measures at Churchill. Also have accomplished progressive actions in regards to facilities etc. We feel quite sure, that by our continued actions along this line, we will be able to convince authorities concerned, as to the practicability of using Churchill much longer each year with a much greater volume.

Perhaps with the opening of the St. Lawrence river in winter by Danish and U.S.S.R. vessels especially built for ice conditions, it may be possible to increase trade into Churchill for longer periods by these same means.

Respectfully submitted:—

J. S. Woodward, President.
W. A. Richford, Vice-President.
W. G. Streeton, Past President.
F. T. Appleby, Executive Director.
J. A. Cameron, Executive Director.
F. L. Jobin, Executive Director.
S. N. McEachern, Executive Director.
C. R. McIntosh, Executive Director.
J. D. McFarlane, Executive Director.
R. H. Boyes, Director.
C. W. Dunfield, Director.
A. K. Fraser, Director.

W. A. Hemstock, Director.
Dr. C. Hollborn, Ph.D., Director.
A. R. Laliberte, Director.
R. D. Marshall, Director.
O. J. Ortynsky, Director.
Wm. McK. Ross, Director.
E. H. Starr, Director.
H. Swartz, Director.

Mr. Gray then read the report of the delegates to Ottawa and said the Hudson Bay Route Association was very disappointed that none of the wheat sold to Russia was shipped through Churchill. The delegation had met with Mr. A. Hart, Vice-President of the C.N.R., who had assured them that he would try his best to see that the Hudson Bay to Churchill line would be competitive in rates with other lines. Mr. Gray moved the adoption of this report. Seconded by Mr. Swartz. Carried.

REPORT OF DELEGATION TO OTTAWA AND OTHER POINTS

On November 16th our Vice-President Mr. Willis Richford, our Executive Director Mr. F. L. Jobin, and our Secretary, Jim Gray, met in Winnipeg, to begin their trip as authorized by the Executive. During the three days that they were in Winnipeg, they had interviews with the Manitoba Government Ministers, The Opposition Liberal Members, the Canadian Wheat Board, the Board of Grain Commissioners, The Officials of the Winnipeg Grain Exchange, The Hudson Bay Company, (both retail and wholesale), the officials of the Canadian National Railways, over a score of businessmen interested in imports, some people interested in minerals, as well as representatives of the Press, Radio and Television. It was a busy three days, and the delegation felt that they at least had given publicity to a large number, in regards to the potential trade of both imports and exports via Churchill. All the groups that were met, were very courteous, and listened to our story with interest. Some of course asked questions, and some disagreed with some of our views. In the main the delegation were of the opinion that perhaps there was more sympathetic interest than what was shown. Although no promises were made from any of the groups in authoritative positions, they at least know now, that the membership of the Hudson Bay Route Association are not satisfied with the progress that is being made, and do feel that much more trade can be handled efficiently and safely over the Hudson Bay Route, via the Port of Churchill. That the facilities as they are at present, are not being made full use of.

THE CITY OF SASKATOON

Extends Good Wishes

and Support to the

HUDSON BAY ROUTE ASSOCIATION

E. J. COLE

Mayor

J. D. McASKILL

City Commissioner

Congratulations to the

HUDSON BAY ROUTE ASSOCIATION

for the work they are doing!

Farmers' Union of Alberta

9934 - 106 Street

Edmonton, Alberta

"SERVICE AND SECURITY"

Owing to their support of our Association, plus their kind and courteous service, we decided to go to Ottawa by Trans-Air. This meant we had to go by way of Churchill.

We left Winnipeg on the morning of November 19th (Wednesday) for Churchill. We went via Flin Flon and Lynn Lake. Arrived in Churchill about noon. Although there was very little ice around the edges of the harbour, or in Hudson Bay itself, we were "Grounded" at Churchill for two days owing to blizzard conditions. We left Churchill Saturday morning November 21st, arriving in Ottawa at 6:00 p.m.

The Delegation were in Ottawa, from Sunday to Wednesday night. During that time they interviewed many different individuals and groups. Wherever they went, they were received with courtesy and kindness. It appeared that the name of the Hudson Bay Route Association carries a good deal of respect in all quarters. We were successful in getting interviews with Honourable J. Pickersgill, Minister of Transport, who informed us that at one time many years ago he was a member of the "On To The Bay Association." We also met with Honourable Mitchell Sharp, Minister of Trade and Commerce, and The Honourable Roger Teillet, Minister of Veterans Affairs. Mr. Jobin and Mr. Richford had a short interview with Honourable Mr. Arthur Laing, Minister of Northern Affairs. Meetings were held with the members of the N.D.P., Conservative and Liberal Parties. We had a very interesting meeting in Honourable Alvin Hamilton's office with himself and members of the Czechoslovakian and Polish Embassies. We met with the National Harbour Board, and they treated us to a luncheon, while discussing business. We met with Mr. G. B. Williams, Acting Deputy Minister of Public Works. Also met with Dr. G. D. Cameron, Deputy Minister of Health. One of our most interesting and informative interviews was with Mr. G. W. Stead, Assistant Deputy Minister, Department of Transport (Marine).

At this time we would like to give our thanks to Mrs. Eloise Jones, M.P. and Robert (Bud) Simpson M.P. for the splendid job they did in arranging interviews for us, and also for their own hospitality to the delegation.

After completing three days at Ottawa with interviews, meetings, etc. we proceeded to Montreal by train Wednesday night, arriving in Montreal about 9:00 p.m.

All day Thursday was spent again with interviews with shipping concerns, Stevedoring Firms, etc., that were interested in Churchill Trade. We also had very interesting meetings with the officials of the Montreal Branch of the Polish and Czechoslovakian Embassies. We found those people were anxious to deal with Western Canada, and did not know very much about the Hudson Bay Route and the Port of Churchill. We had a very interesting meeting with Mr. Scheel, Consul of the Danish Embassy at Montreal. Here again we found he was very much interested in getting trade between our two countries.

He also was interested in the potentialities of trade via Churchill. We called upon Mr. Rufus Wolfe of Wolfe Stevedores. He and his men work at Churchill every year. He is certainly a great booster for Churchill, and sees a wonderful future for this port.

The delegation also had a very interesting and informative meeting with Mr. A. Hart, Vice-President of the Canadian National Railways and some of his senior officials. Mr. Hart stated that an investigation was now underway to find ways and means to make railway rates on the Hudson Bay Line, competitive with other lines from other ports. We fully expect that the results of such survey will be showing in reduced rates in the near future.

We left Montreal by Trans-Air for Churchill on the Friday morning November 27th. However, unfortunately we had to turn back for repairs, and we were therefore, six hours late getting to Churchill. The meeting called for that night, was postpone until next morning. At the meeting in Churchill, most of those interested were there, and a very fine discussion took place. We believe everyone was of the opinion that this meeting was well worth while. After leaving Churchill the delegation proceeded to their various homes.

It is the unanimous opinion of the delegation, that the trip was well worth while. Although it is hard to assess the value of such a trip, it is a well know fact, that well informed people make intelligent decisions, and those in authoritative positions certainly have received a lot of information about Churchill and the Hudson Bay Route that they did not have before meeting with the Delegation. The delegation also met with scores of individuals, who are interested in business.

The information they have received must have a bearing on their future thoughts and actions. We received good coverage from the Press, Radio and Television, which we want. We want the general public to know that trade over the Hudson Bay Route is not just a fancy whim of some western people. We want them to know that this is the most economical route to use, no matter how you look at it.

Last, but not least, the delegation paid a visit to our old friend and Honourary Life Member, Mr. R. H. MacNeill. Although he is not in the best of health, he is still keenly interested in the Hudson Bay Route. When he starts to discuss this subject, he feels young and healthy again. He asked us to convey his best wishes to our colleagues, and we in turn wished him many years of happiness.

We would like to express our thanks to the officials and crew of Trans-Air. We were treated with the utmost hospitality all the way. Even under adverse weather and circumstance, the consideration and courtesy shown to us was splendid. Also

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to all those who assisted us in making our delegation welcome and arranged the interviews, we say "Thank You" to all.

Respectfully submitted.

W. A. Richford, Vice-President.
F. L. Jobin, Executive Director.
Jas. F. Gray, Secretary-Treasurer.

Mr. E. G. Barker, C.N.R. manager of the Hudson Bay area, brought greetings to the convention from the C.N.R. and spoke briefly about the history of the line, steel being laid into Churchill in 1929 and that the muskegs and barren lands made operations difficult. The C.N.R. has begun a complete rehabilitation of the line which should be completed within 8 years. He stated that the C.N.R. worked in close harmony with the Harbours Board in handling of cargo through Churchill. He thanked the Association for the Churchill excursions and would continue to co-operate with the Association in helping to make the excursions successful, and that it was the intention of the C.N.R. to do everything to improve trade at Churchill.

Mr. James Telford, who came as an observer for the Alberta government, brought greetings from his principals.

Mr. W. McK. Ross, representative of the Saskatchewan Wheat Pool, then spoke briefly. He told the story of the first shipment of wheat through Churchill and that it was on the high seas before they found a buyer because no one wanted to buy it until they got it through the straits. He stated that the Saskatchewan Wheat Pool has delivered 50% of wheat through Churchill.

Mr. Bob Boyce of Federated Co-ops then extended best wishes and greetings to the convention.

Mr. A. V. Svodoba of the Board of Grain Commissioners then spoke briefly to the convention. He said the Board has authority under the Canada Grain Act and is trying to put some system into the handling of grain in Canada. He mentioned putting unlicensed varieties of wheat to No. 6 as they hamper export trade. He also spoke about selling treated grain at country elevators. The Board has authorized a regulation that treating of grain in country elevators is not tolerated and must be done away from elevators in a separate building and cannot be weighed in the levators. He also said that the grain business is getting more competitive every day.

Mr. Doug Young, Vice-President of the Saskatchewan Farmers' Union brought greetings and said that his organization is giving support to traffic through the Hudson Bay Route. He said the SFU regard diversion charges as payment for business that is not done and are not justified.

Mr. Bud Fraser of the Manitoba Farmers' Union brought greetings and assured the Association of the support of the Union.

Mr. J. D. McFarlane, a Director of United Grain Growers, then brought greetings to the convention. He stated that the first wheat grown in Western Canada was grown in the Carrot River Valley in 1754. Mr. Gray mentioned that United Grain Growers and Saskatchewan Wheat Pool and Federated Co-ops help with the Hudson Bay Route Association excursions to Churchill.

Mr. Karl Markland of the Alberta Union Farmers was then introduced and brought greetings to the convention.

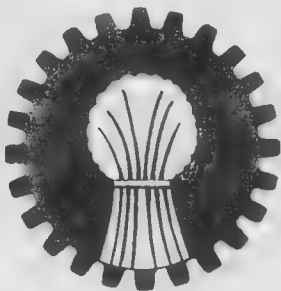
Mr. Richford then moved that the convention adjourn for luncheon. Seconded by Mr. Olson. Carried.

Luncheon was sponsored by the Saskatchewan Diamond Jubilee and Canada Centennial Corporation and was attended by 160 persons. Honoured guests included the Hon. Wilf Gardiner, (the son of a former federal Minister of Agriculture who addressed the 1960 convention) Minister of Public Works, who addressed the luncheon, Mr. Bob Lamb, president of the Tisdale Chamber of Commerce, Mr. Whitney, Minister of Health, Manitoba, Mayor Grant McEwen of Calgary, who addressed the evening banquet, Mr. J. D. McFarlane, Mr. C. H. Malcolm, Mayor W. R. Hodgins, Mr. Svoboda, Mr. Steele of the C.N.R., and Alderman Wheaton of Saskatoon.

Reporters for the Tisdale Recorder, the Winnipeg Tribune, the Saskatoon Star Phoenix and Western Producer were present as well as a representative of the CBC out of Churchill.

Mr. J. D. McFarlane then introduced the guest speaker, Hon. Wilf Gardiner.

Mr. Gardiner brought greetings from the Government of Saskatchewan. He linked the Hudson Bay Route Association with Saskatchewan's diamond jubilee and said the association was a part of this province's history. He said the Hudson Bay rail line was first mentioned by Sir Wilfred Laurier in 1908 but that the nation waited over 20 years for the port to be opened. Since its opening, he said, its progress and development have been impeded by drought, depression and war. He urged the association to keep up its work towards its goal and their efforts would be rewarded. To assist the association, the government would be introducing an amendment to present legislation allowing an increase in municipal grants to the Hudson Bay Route Association. It was praiseworthy, he said, that no person involved with the association would receive direct benefits. Those working for the Hudson Bay Route Association were working for the betterment of western Canada on a voluntary basis.



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The meeting reconvened at 2:00 p.m. with Mr. J. D. McFarlane in the chair. He called on Mr. Martin Kelln, leader of the Social Credit party in Saskatchewan. Mr. Kelln said that unless we look at the problems of others we cannot solve our own.

Mr. Mitchell of the Saskatchewan Association of Rural Municipalities brought greetings from the rural municipalities and said that it is the rural people who understand the value of the Hudson Bay Route. He said that the price of wheat is going down and there are other things that affect farmers, such as trade with other countries. It is very important that we use the Port of Churchill.

The Honourable Mr. Whitney, Minister of Public Health, Manitoba, brought greetings from the Manitoba government, and stated that his government welcomes the interest of the Hudson Bay Route Association in the development of Churchill.

Mr. G. W. Cameron of the Saskatchewan Department of Industry and Commerce then spoke briefly, saying the interest of local people is essential if we want to further the advantages of Churchill. He said the government will do everything in its power to increase and expand trade through Churchill.

Mr. G. N. Vogel, Commissioner of The Canadian Wheat Board, Winnipeg, addressed the convention.

Mr. Vogel gave a lengthy and interesting report of the problems of the Canadian Wheat Board, and the World wheat situation. It was very informative, but unfortunately too lengthy to carry in this booklet. However, we quote part of his report, as it applies to the Port of Churchill as follows:—

You may wonder why I have taken all this time to discuss with you the general world wheat situation and the specific Canadian problems. The reason I have done so is because it is most necessary that the problems and the possibilities of the Churchill movement should be seen in their proper perspective. There has been a tendency to regard the Churchill movement as an isolated movement, which lies in a world of its own and which should flourish regardless of general world wheat conditions. Unfortunately this cannot be so. Churchill is an export port for grain. It has many advantages not enjoyed by other ports. It also has certain disadvantages. In both categories, however, it must form part of the general picture and be seen in the world context. For the same reason I do not agree with a phrase which we often see—that more wheat should be “allocated” to Churchill. It is not as simple as that.

The proof of what I have been saying can be found in the Churchill movement in the 1964 season. Some publicity has been given to the fact that Churchill exports in 1964 were 21,644,773.8 bushels compared with 22,864,410.5 bushels in 1963.

Actually, the difference is really not large enough to be significant and could partly be accounted for by the shipping tolerance of 5 per cent more or less which is allowed on every sale. As the vessels become larger, the tolerance difference on each vessel can become more significant. The 1964 volume of 21,000,000 bushels was lifted in 41 vessels. The 1963 volume of 22,800,000 bushels—not a greatly larger figure—was lifted in 48 vessels. You can see how rapidly the trend to larger boats is continuing. It is interesting to note also in passing that the 1962 volume of 21,500,000 bushels—almost the same volume as 1964—was lifted in 49 vessels compared with 41 vessels in 1964. However, this is all by-the-way. The **main** reason for the decline in 1964 volume was the world wheat conditions which prevailed during the summer of 1964. You will remember that 1963 was a most unusual year. A sudden shortage of wheat supplies developed in the world late in 1963 because of conditions which are known to you. Most large importers of wheat, and certainly most of Canada's large customers, bought very heavily for shipment during the early spring and summer of 1964 to protect themselves in case 1964 world crops should turn out to be bad. As a result, by June or July, 1964, they were all carrying very large stocks. Simultaneously, it became apparent to these buyers, and to the world as a whole, that the 1964 crops in fact were not going to be bad. On the contrary, they looked very good and eventually turned out to be very large, as I pointed out in my opening remarks. As a result, new sales dried up almost completely during the summer and early fall of 1964 until the surplus stocks in the importing countries could be reduced. Unfortunately, this period of slack demand coincided with the Churchill shipping season, and the demand for any additional Churchill wheat simply did not exist. As a matter of fact, it was very fortunate for the Churchill movement that The Canadian Wheat Board normally makes its Churchill sales many months in advance of the actual movement. If sales ex Churchill were made on a day-to-day basis for immediate shipment, as they are from other ports, I strongly suspect that the Churchill movement in 1964 would have been considerably reduced instead of being only slightly reduced as they in fact were. On the other hand, it turned out to an unhappy and unsuccessful year for most of the buyers who purchased the wheat from our Board many months in advance, and surplus Churchill wheat overhung the overseas market seriously during the summer of 1964, adding to the gloom that prevailed in any event because of the changed supply picture.

I wanted to put all these facts before you so you would understand them. However, the situation was certainly not entirely without bright spots. Under the circumstances that prevailed, the quantity of 21,644,773.8 bushels was in fact quite an achievement was again increased. A year ago Mr. Lawrie told you that Churchill wheat had gone in 1963 to eight countries, which was a new record at that time. I am pleased to tell you

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that in 1964 Churchill wheat was sent to nine countries, which is again a new record. Those countries were: Austria, Belgium, Czechoslovakia, Dominican Republic, Germany, Netherlands, Norway, Poland and the United Kingdom.

The mere number of countries, however, is not necessarily important. There are, for example, many countries who will probably never purchase Churchill wheat because the shipments do not fit into their seasonal pattern of import requirements.

Finally, you will expect me to say a word about the prospects for the 1965 season. As you know, I cannot tell you many details of current sales because such information in turn would help our competitors. I can however say to you that we anticipate a very good Churchill movement this year and that, whoever the representative of The Canadian Wheat Board may be who will attend your 1966 Convention, I would think that he will be able to review for you a 1965 shipping season which will mark another satisfactory step forward in the movement of grain through the Port of Churchill.

In the discussion that followed, Mr. Vogel was asked if the price per bushel of wheat to Russia was public information and he replied that it was not. He was asked what the Wheat Board did with the 10 cents per bushel savings on grain through Churchill. He replied that, after several other deductions leaving a saving of 4 cents, it was a saving by the Wheat Board on behalf of Canadian Farmers. Further discussion brought out that:

- a) Vancouver port savings compare favourably with Churchill,
- b) There is an excellent export movement this year,
- c) Unclaimed money held by the Wheat Board is used to bring foreign buyers to Canada,
- d) There is not a diversion charge to Vancouver,
- e) The terminals need the revenue from diversion charges to operate efficiently and if they did not get the revenue from that source, there would probably be other charges, possibly higher,
- f) The Wheat Board has no influence in developing flour exports, flour exports are diminishing.

Mr. M. O. L. Todd, Vice-President of Anglo-Canadian Grain Company and Chairman of the Winnipeg Grain Exchange, next addressed the convention. He stated that the United Kingdom was the biggest importer of Canadian Wheat but they could only take so much unless they wanted to store it in England and pay a high storage charge. The rates through Churchill would have to be more attractive to warrant paying these charges.

A resolution was then presented regarding diversion

charges, which, being a controversial subject, brought forth lively discussion. The resolution was spoken to by Mr. Appleby, who insists that the charge be done away with. Mr. J. D. McFarlane of the United Grain Growers and Mr. W. McK. Ross of the Saskatchewan Wheat Pool insisted that the charge was justifiable as the elevators needed this revenue to operate efficiently and if this charge was done away with, the elevator companies would immediately demand that the tariffs be increased and any additional charges would come out of the farmers of Western Canada. Both stated that the United Grain Growers and the Saskatchewan Wheat Pool are capable of looking into the needs of the farmers and making any changes in the interest of the farmers that it is desirable to make. A farmer in the convention then spoke up to the effect that he would rather pay a half cent more on other charges rather than pay a diversion charge. The resolution, which is fully shown typed in with the rest of the resolutions which were passed by the convention, asking that the Hudson Bay Route Association "instruct our officials to request the Board of Grain Commissioners and other powers that may be involved to remove said charge from the route" was passed by a vote of 32 to 26.

Mr. Richford then called for adjournment, seconded by Mr. Olson. Carried.

The Tisdale Chamber of Commerce then sponsored a social hour. This gave the delegates an opportunity to become acquainted and was enjoyed by all.

A banquet was served to the convention through the courtesy of the Tisdale Co-op and Federated Co-operatives, and was attended by approximately 300 persons. Honoured guests included Mayor Grant McEwen of Calgary, guest speaker, and chairman was Mr. Stan Wetherell, President of Tisdale Co-operative Limited. The supper was delicious. Mr. Gary Bruner, accompanied by Mrs. J. Rooke on the piano, entertained the guests. Mr. Wetherell extended greetings to the delegates and wished the convention success. He called on Mr. Gray, who read a telegram from President J. S. Woodward expressing his appreciation for the kind thoughts of the delegates in sending him a telegram, and another telegram from Mr. W. E. Senior of the Chamber of Commerce of Churchill. Mr. Gray then introduced Mr. C. H. Malcolm of the National Harbours Board, to whom the Association owes a great deal for the progress that has been made in Churchill. He presented Mr. Malcolm with a token of appreciation. Mr. Malcolm replied that he appreciated the gesture. He said that anything he had done had been done in the line of duty and that he had tried to be fair.

Mr. H. N. Lang introduced the guest speaker, Mayor Grant McEwen of Calgary.

Mr. McEwen brought greetings from the City of Calgary and invited the Association to hold its next convention in that

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city. He congratulated Tisdale on its progress. He challenged and suggested to the Hudson Bay Route Association that it examine itself and its purposes, to see whether it might not do a bigger job than it has been doing. It should take on the whole of the Canadian North as its principal responsibility. No other organization has assumed such a responsibility and it could be time for the Hudson Bay Route Association to write a new constitution and take a look at the north. Many people have the mistaken idea that the Canadian North is a frozen, mysterious, lonely and forbidding land; that 7/8 of Canada is doomed to "eternal sterility." This is not so. The North has an exciting history. The "land of ice and snow" has tremendous wealth and resources; the biggest new deposit of petroleum in the world, lead, zinc, gold, nickel, pitchblend, uranium, fish and furs. The North has fooled us for a long time. The North has climatic shortcomings, temperatures have hit a record low of -81 degrees. There is rich black soil in some areas that has produced 30 bushels of wheat to the acre; there are vegetables grown 50 miles south of the Arctic Circle, small fruits in abundance.

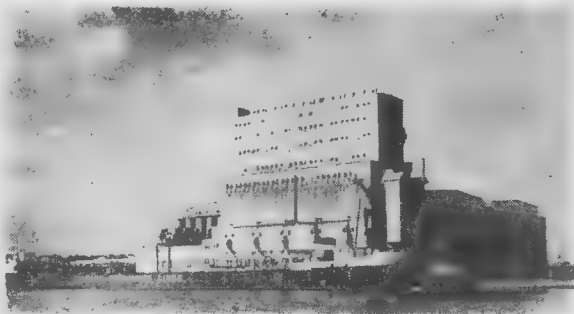
Mayor McEwen has long been interested in the development of the Port of Churchill. He was the first incoming passenger to arrive at the port in the early thirties and his father, then a farmer near Melfort, Saskatchewan, shipped the first cattle through Churchill. His address was excellent and appreciated by everyone. Mr. Bob Boyce, Vice-President of Federated Co-operatives, gave thanks to the speaker. He hoped that the Hudson Bay Route Association will take the challenge and "look towards the whole North."

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The Pool recognizes, the valuable work of the Hudson Bay Route Association in keeping before the public the many advantages of using the northern way.



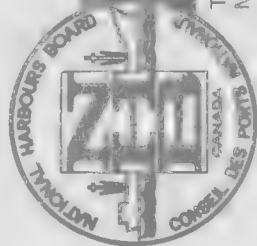
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CONVENTION

FEBRUARY 18, 1965

Mr. Richford opened the convention at 9:30 a.m. Informal discussion followed.

Mr. C. H. Malcolm, National Harbours Board, addressed the meeting. He again expressed his appreciation of the friendly gesture by the Association by presenting him with a token and brought greetings from the Board. His address follows:

Meeting - Hudson Bay Route Association

TISDALE, SASK., FEBRUARY 17 and 18, 1965

Opening Remarks

There may be delegates and visitors here who are not entirely familiar with the Port of Churchill and the part the National Harbours Board plays in its operation.

It might, therefore, be in order to give you a few statistics and other information that I trust will be of interest to you all.

1964 was the 33rd Anniversary of the operation of the Port of Churchill with the exception of a few years during the second World War when the Port was on a stand-by-basis. The Dalglish ship "Warkworth" opened the Port on August 1st, 1964, and the Dalglish ship "Silksworth" sailed with a record cargo of 901,600 bushels of wheat. It is interesting to note that the average wheat cargo in 1964 was 15,800 tons while just five years ago they averaged 11,300 tons.

Since 1960 the Board has made a number of improvements to the harbour and its facilities. Most important, I believe, is the two additional deep sea berths and a considerable amount of dredging. New wharfs cost approximately \$2,500,000; dredging \$1,400,000, and in order to do this work it was necessary to spend \$300,000 renovating old No. 2 dredge.

In 1964 we installed three new large modern grain cleaners and are now in the process of installing four more. This is at a cost of \$114,000. With these additional cleaners there will be no difficulty preparing uncleaned wheat direct from country elevators for shipment to ocean vessels.

Also, since 1960 a twin screw diesel tug with 2760 h.p. has made sailing on both tides possible. During 1964 a new shops and stores building was constructed at a capital cost of \$280,000. Paving on the Dalglish wharf is underway with an asphalt roadway joining it to the storage shed (approximately \$50,000). These are only a few of the improvements brought about at the

Port. The Department of Transport has, as usual, given adequate ice breaker service and supplied all necessary new aides to navigation. Mr. Gordon Stead, Assistant Deputy Minister, Marine, asked me to bring you his greetings and best wishes for a successful convention, and to express his regrets that he found it impossible to attend due to the reopening of the present session of Parliament.

Most of you will know that the Manitoba Hydro took over from the Board the responsibility of supplying electricity to the town of Churchill. The Board though still finds it necessary to operate its power plant in order to supply the requirements of the grain elevator during the navigation season. This is an activity the Board would like to divest itself of as soon as possible. The power plant is getting old and maintenance and operation costs increase each year. Many of you are also aware that the Federal Department of Public Works has now provided facilities for drawing a plentiful supply of fresh water from the Churchill River and are in the process of taking over from the National Harbours Board the pipe line which supplies the town of Churchill and National Harbours Board facilities.

REMARKS

Please find hereunder the Traffic activities during the 1964 season.

The Port of Churchill, during the 1964 season, shipped a total of 21,644,773.8 bushels of wheat in forty-one cargoes. The M.V. "Quebec Trader" and M.V. "Cacouna" took cargoes of one feed screenings 2,309 tons and 1,435 tons respectively. Of the forty-one ocean-going grain vessels which have entered and left the Port this season, eleven made two trips and nineteen made one trip; of these ships, ten were British, four Dutch, four Norwegian, three Swiss, three Liberian, two Danish, one German, one Italian, one Greek and one Irish.

One Swedish and one Norwegian Oil Tankers entered the Port during 1964 with a total of 36,272 short tons of petroleum products.

The first trip of M.V. "Warkworth" brought in 1,014 short tons and second trip 582 short tons of general cargo. Goods exported through the Port this year were as follows:

M.V. "Warkworth" 1st trip	2,568 short tons nickel
	344 short tons crude cobalt oxide
M.V. "Silksworth" 1st trip	1,266 short tons nickel

The general cargoes inward consisted of a wide variety of commodities including whiskey, ale, bone meal fertilizer, glass, curling stones, fire bricks, steel rolls, chemicals and dry-goods.

There was the usual amount of domestic inward and outward cargoes to various Missions, Hudson Bay Company Posts, Royal Canadian Mounted Police detachments and various Government Departments carried by Hudson Bay and Government ships.

The largest cargo to leave Churchill this season and to date was loaded aboard the M.V. "Silksworth" on her second trip taking 901,600.00 bushels of various grades of wheat.

The total vessels inward and outward including all coastals numbered seventy-two.

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Churchill Harbour

Name of Vessel	Date of Arrival	Date of Berthing	Date of Loading	Date of Leaving	Number of Bushels	Destination
M.V. "ALTERANI"	Aug. 2	Aug. 3	Aug. 3	Aug. 4	542,500	London
M.V. "UTSIRA"	Aug. 4	Aug. 4	Aug. 4	Aug. 6	448,000	U.K.
M.V. "WARKWORTH"	Jul. 31	Aug. 1	Aug. 4	Aug. 8	411,600	Swansea Wales
M.V. "BARILOCHE"	Aug. 5	Aug. 5	Aug. 5	Aug. 8	669,995.1	Antwerp
M.V. "UTVIK"	Aug. 5	Aug. 8	Aug. 8	Aug. 9	508,000	Norway
M.V. "CORVIGLIA"	Aug. 8	Aug. 8	Aug. 9	Aug. 11	410,666.7	U.K.
S.S. "ZINNIA"	Aug. 9	Aug. 9	Aug. 9	Aug. 12	368,666.7	U.K.
M.V. "DORTHE MAERSK"	Aug. 9	Aug. 10	Aug. 10	Aug. 14	588,000	Norway
M.V. "WOENS DRECHT"	Aug. 16	Aug. 16	Aug. 16	Aug. 19	532,373.3	U.K.
M.V. "GLOXINIA"	Aug. 16	Aug. 22	Aug. 16	Aug. 19	373,333.3	U.K.
M.V. "SILS"	Aug. 22	Aug. 22	Aug. 22	Aug. 23	410,666.7	U.K.
M.V. "SILKSWORTH"	Aug. 22	Aug. 16	Aug. 22	Aug. 25	807,400	U.K. & Poland
M.V. "BREGAGLIA"	Aug. 24	Aug. 24	Aug. 24	Aug. 26	666,400	Antwerp
M.V. "OSSENDRECHT"	Aug. 24	Aug. 25	Aug. 25	Aug. 27	607,600	U.K.
M.V. "QUEBEC TRADER"	Aug. 25	Aug. 26	Aug. 27	Aug. 28	76,970	Montreal
M.V. "LA MAREA"	Aug. 27	Aug. 28	Aug. 28	Aug. 30	492,800	U.K.
M.V. "NORDWIND"	Aug. 27	Aug. 27	Aug. 27	Aug. 29	414,773.3	Antwerp
M.V. "MILORA"	Aug. 28	Aug. 29	Aug. 29	Sep. 2	578,106.7	Antwerp
M.V. "CRUZEIRO DO SUL"	Aug. 30	Aug. 30	Aug. 30	Sep. 2	455,466.7	Antwerp
M.V. "MIDDLESEX TRADER"	Aug. 30	Sep. 1	Sep. 1	Sep. 4	744,800	U.K.
M.V. "MARILEN"	Sep. 2	Sep. 2	Sep. 2	Sep. 8	358,933.3	Poland
M.V. "BARILOCHE"	Sep. 7	Sep. 8	Sep. 8	Sep. 10	670,133.3	London

Name of Vessel	Date of Arrival	Date of Berthing	Date of Loading	Date of Leaving	No. of Bushels	Destination
M.V. "DAPHNE"	Sep. 10	Sep. 10	Sep. 10	Sep. 11	349,400	U.K.
M.V. "CORVIGLIA"	Sep. 10	Sep. 10	Sep. 10	Sep. 13	411,600	Unknown
M.V. "VINLAND"	Sep. 9	Sep. 9	Sep. 9	Sep. 16	698,200	Antwerp
M.V. "LONDONER"	Sep. 12	Sep. 15	Sep. 15	Sep. 17	462,933.3	London
M.V. "UTVIK"	Sep. 12	Sep. 16	Sep. 16	Sep. 18	505,120	Norway
M.V. "LA PRADERA"	Sep. 15	Sep. 16	Sep. 16	Sep. 19	396,853.3	U.K.
M.V. "SWIINDRECHT"	Sep. 17	Sep. 18	Sep. 18	Sep. 20	608,533.3	Amsterdam
M.V. "SURREY TRADER"	Sep. 19	Sep. 19	Sep. 20	Sep. 23	762,720	U.K.
M.V. "OSSENDECHT"	Sep. 21	Sep. 21	Sep. 21	Sep. 25	607,600	U.K.
M.V. "UTSIRA"	Sep. 21	Sep. 23	Sep. 24	Sep. 26	450,800	U.K.
S.S. "SIDERIS"	Sep. 21	Sep. 25	Sep. 25	Sep. 29	386,400	U.K.
M.V. "BREGAGLIA"	Sep. 21	Sep. 26	Sep. 26	Sep. 30	666,400	London
M.V. "WARKWORTH"	Sep. 22	Sep. 22	Sep. 24	Sep. 1	470,400	U.K.
S.S. "ZINNIA"	Sep. 23	Sep. 26	Sep. 26	Oct. 2	369,600	Eire
M.V. "CRUZEIRO DO SUL"	Sep. 25	Sep. 30	Sep. 30	Oct. 3	453,600	Trieste
M.V. IRISH LARCH"	Sep. 28	Sep. 29	Sep. 29	Oct. 4	385,840	Eire
M.V. "SILS"	Sep. 28	Oct. 1	Oct. 1	Oct. 5	424,385.5	Santo Domingo
M.V. "MEERDRECHT"	Oct. 3	Oct. 4	Oct. 5	Oct. 7	604,800	U.K.
S.S. "SNEATON"	Oct. 5	Oct. 5	Oct. 6	Oct. 8	367,733.3	U.K.
M.V. "SILKSWORTH"	Oct. 8	Oct. 9	Oct. 9	Oct. 11	901,600	Antwerp
M.V. "CACOUNA"	Oct. 10	Oct. 10	Oct. 10	Oct. 11	2,870,000 lbs. No. 1 feed screenings	Port Harrison & Montreal

Before closing, I would like to pay tribute to our Churchill Port manager and his staff. In my view they do an excellent job under many difficulties. The fact that there have been no serious breakdowns, or crippling accidents, is due to their vigilance and loyal hard work. We consider ourselves most fortunate in the calibre of our Churchill crew.

C. H. Malcolm,
National Harbours Board.

Report of Ice Operations Officer, Churchill, on Hudson Bay Route Operations, 1964.

The Department of Transport Ice Operations Office was opened at Churchill, Manitoba on July 16, 1964.

An experienced Master was based at Churchill throughout the shipping season as Ice Operations Officer.

The Meteorological Branch, Department of Transport, supplied aerial ice reconnaissance units based at Churchill and Frobisher Bay, N.W.T. in support of Ice Operations Officer. Trained ice observers accompanied each flight covering all areas of the Hudson Bay Route and tactical support of shipping was conducted on request. Frequency of flights depended on ice conditions.

An Ice Forecaster was based at Frobisher Bay, N.W.T. Ice Information bulletins were issued by the forecaster throughout the season and transmitted by principal marine radio stations for guidance to shipping. In addition, Ice Central, Halifax, supplied thirty-day forecasts and daily forecasts towards the end of the shipping season for the Churchill area.

Ice conditions during the 1964 season were very severe.

The Ice operations Officer co-ordinated the movement of icebreakers and, on the basis of ice observations received from Coast Guard vessels and from aerial ice surveys he provided assistance to commercial shipping either by recommending routes or by icebreaker escort when necessary.

Much of the severe ice conditions which existed occurred in the approaches to Churchill and was the result of prevailing easterly winds, causing the heavy ice packs to block the Churchill area.

Difficulty was also experienced at the eastern approach to Hudson Strait. The first grain vessel to Churchill was the M.V. "Warkworth", owned by R. S. Dalgliesh Ltd., who have operated

on the Hudson Bay Route for many years. The "Warkworth" arrived at Churchill on August 1st, 1964.

The "Warkworth" was escorted at Hudson Strait by the CCGS "Labrador" who was stationed at the eastern approaches. Subsequently, the commercial vessel was escorted and delivered through Hudson Bay to Churchill by CCGS "Wolfe," while the "Labrador" remained on station in the Strait to escort additional grain vessels.

With worsening ice conditions at Churchill due to continuing easterly winds, CCGS "N.B. McLean", was brought into service at Churchill. The convoy system was then inaugurated for both inbound and outbound grain vessels on a shuttle service between Churchill and Eskimo Point. It was not until August 15 that "N.B. McLean" could be released for other Arctic duties, whereas "Wolfe" and "Labrador" had been released earlier. Following this, Vessels were then routed westward of a persistent ice field which existed off Churchill until late August.

The first sixteen grain vessels to Churchill were routed or escorted via the north shore of Hudson Strait to Nottingham Island to Evans and Fisher Strait to west shore Hudson Bay to Eskimo Point to Churchill.

Following is a comparison of the availability or routes to shipping during early part of each of the past seven years in which aerial ice survey have been conducted regularly and shipping operations have been supported either by routing or by icebreaker escort.

Route	Number of years in which recommended
North shore, Hudson Strait	2 years
South shore, Hudson Strait	5 years
Evans and Fisher Straits	7 years
West shore, Hudson Bay	7 years

The main steamer track from Nottingham Island to Carys Swan Nest, Coats Island to Churchill, was not followed during these years until all Hudson Bay ice had disintegrated, which on the average occurred late in August.

Numerous icebergs existed in Hudson Strait and approaches throughout the shipping season. In late September, ice from the break-up in Foxe Basin moved south and threatened the shipping lane in the vicinity of Nottingham Island. All vessels were advised to keep close to the south side of the Strait off Digges Island and CCGS "N.B. McLean" was placed on station in Hudson Strait.

The shipping season at Churchill was concluded at 1130 hours, October 12, 1964 with the departure of the Swedish oil tanker "Pegasus." The final grain vessel to sail was the M.V. "Silksworth" on October 11, 1964. CCGS "N.B. McLean" re-

mained on station until both vessels were clear. The Ice Operations Office closed down on October 16, 1964.

The first three grain vessels to Churchill suffered slight ice damage. The "Warkworth" damaged her propeller and some forepeak plating. The "Utsira" sustained similar damage on a minor scale. The "Bariloche" sustained some damage to her forepeak plating.

None of the ice damage incurred was unusual for early arrivals at Churchill and repairs were adequately effected by the Churchill Port Management. There was no delay in loading or sailings.

A brief outline of port statistics follows:—

Total grain vessels	41
Total bushels exported	21,644,773.8
M.V. "Silksworth" shipped 901,000 bushels outward in single load. This was largest cargo ever carried from Churchill.	

Mr. Malcolm said that he would like to pay public tribute to Churchill Port Manager, Mr. Wilson, for doing a good job.

Discussion followed and brought out the following points:

- a) There is not a great deal of difference in the cost of docking a vessel at Churchill compared with Vancouver and Montreal.
- b) That facilities have not been used to their full extent at Churchill because of the short navigation period, and that these facilities are as good or better than at Montreal or elsewhere.
- c) It is largely psychological that traffic managers who route cargo in and out of Canada do not use Churchill because they think that it is not worth their while to change their pattern of routing during the two months that Churchill is open. It is up to the Hudson Bay Route Association to break that habit.
- d) The Manitoba government has made a thorough study of the Churchill River diversion but the report has not been released. If the cost of diverting the river is out of proportion to the advantage, it is out.
- e) Fog conditions are not a problem at Churchill but there are terrific gales. The tides are treacherous.
- f) Churchill terminals have never run out of wheat, although they can load 160,000 carloads a day. There are 4 more cleaners at Churchill this year. Screenings are offered for sale by tender.

Mr. Richford thanked Mr. Malcolm for speaking to the convention. The Association appreciates the work that is being done by the N.H.B.

Mr. A. R. Steele, Assistant Regional Freight Sales Manager of the C.N.R. at Prince Albert next gave his address. He spoke of an extensive upgrading programme. The C.N.R. recognizes Churchill as our port and will do what is possible to interest shippers in this port.

Mr. Bodnar had this to say to Mr. Steele: "The whole solution for the movement is that the line (C.N. to Churchill) is not competitive and if you would adjust your rates, no doubt we would get a larger volume of traffic at Churchill." Mr. Steele replied: "Recently the C.N.R. established a new scale to develop the lines other than carload and express business to service the west. This rate scale applies to and from Churchill and is really in the term you use, competitive. We cannot go any lower." Mr. Jobin said, "We will accept your word about better rates. We will watch and, if they are not there, you will hear from us."

Mr. W. Hall of the federal Department of Trade and Commerce brought greetings from his department. He spoke about the work of the Department in promoting business with other countries. He suggested that the Association look at the people who are importing or exporting the certain periods of the year that fit the shipping season at Churchill and approach them. They would assist in providing names of interested people. Approach people who have no preconceived ideas, look to new markets and industries, sell them the Churchill route before someone else sells them the Montreal route.

Mr. Svoboda told the convention that he had received word from Mr. Hays, Minister of Agriculture, regretting that he was unable to be here and asking that Mr. Svoboda convey his best wishes to the convention.

Mr. Appleby then introduced a brief prepared by the Arborfield and District Board of Trade, which is typed in with the resolutions.

Mr. McIntosh moved that the meeting adjourn for lunch, seconded by Mr. Streeton, and carried.

Lunch was sponsored by the Town Council of Tisdale and the R.M. of Tisdale, assisted by the local Chamber of Commerce. Honoured guests included Inspector Duff of the R.C.M.P., of Prince Albert, Saskatchewan, long associated with the north, who suggested that the Association was not advertising enough; that it might pay them to hire someone to "to out and visit towns, clubs, etc., and keep it before the public all the time." Mayor W. R. Hodgins also addressed the gathering, telling it about Tisdale history and plans for future develop-

ment. He also said that any farmer who grows a bushel of grain owes a debt to the Hudson Bay Route Association and urged everyone to do everything to make the organization more effective.

Tisdale's Sasko Honey souvenirs were given to the guests. (The area within 40 miles of Tisdale produces 1/9 of the 34 million pounds of honey consumed in Canada yearly).

The afternoon meeting began at 1:30 p.m. Mr. C. R. McIntosh spoke briefly about a book of prose and poetry of his views of Canada for almost 100 years, a book written by himself which is for sale. Mr. McIntosh is 93 years of age, but still erect and stately of manner.

Mr. Appleby then proceeded with some resolutions. Discussion on the site for an inland terminal showed that rather than build such a terminal at either Melville or Hudson Bay (or Tisdale) additional storage space should be added to Churchill. An inland terminal would mean excess handling and unwise economically. Mr. Svoboda stated that Saskatchewan elevators are empty more than half the time of the growing season. Motions to have such a terminal built at Melville and Hudson Bay were lost.

Mr. R. B. Angus of the Department of Public Work stationed at Churchill brought greetings from his Minister, and spoke of the work of the Department in the north, such as education of Eskimo children and maintaining Fort Churchill army base.

More resolutions. Navigation of waterways discussed by Dr. Hollborn, who said that the rivers have been ignored; that waterways should be restored, the law regarding waterways enforced; and thus give more competition to the railways. Lifts and locks were discussed. If nothing is done, in time we will lose our waterways. Hudson Bay Route Association has started this and this ties in Mr. McEwen's vision of broader fields of work for the association.

Mr. R. Marshall of the Nominations committee presented a list of names for Directors of the Association, (list on page 1).

Mr. B. Mitchell moved that nominations cease, seconded by Dr. Hollborn and carried.

Mr. C. R. McIntosh moved that Bill Ward be made an honorary member of the Board. Seconded by Mr. Bodnar. Carried.

Mr. R. Marshall named the three honorary presidents:

Hon. R. Thatcher, Premier of Saskatchewan,
Hon. Duff Roblin, Premier of Manitoba, and
Hon. E. C. Manning, Premier of Alberta.

Moved by Mr. Mitchell, seconded by Mr. McEachern that nominations cease. Carried.

THE CITY OF CALGARY

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AGRICULTURE

Oil and Gas — Manufacturing Finance
Modern Stores, Shopping Centres, Home of Calgary Stampede

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724 Ellice Avenue

Winnipeg 10, Manitoba

Official Monthly Publication "The Voice of the Farmer"

Yearly Subscription, \$1.00; Foreign, \$2.00

Mr. W. McK. Ross, director of the Saskatchewan Wheat Pool, gave a statistical report as follows:

TABLE 1. **PORT OF CHURCHILL**
RECEIPTS AND SHIPMENTS OF WHEAT
(bushels)

Navigation Year	Receipts	Shipments	Balance in Store
1931	544,769	544,769	—
1932	5,160,527	2,736,030	2,430,283
1933	2,751,380	2,707,891	2,475,764
1934	3,958,707	4,049,877	2,389,404
1935	2,289,597	2,407,000	2,280,823
1936	2,624,555	4,293,501	614,569
1937	—	603,982	11,820
1938	3,118,227	916,913	2,213,380
1939	2,043,665	1,772,460	2,484,585
1940	117,192	—	2,617,396
1941	—	—	2,617,396
1942	—	—	2,617,396
1943	—	740,219	1,877,175
1944	—	—	1,877,737
1945	—	—	1,877,737
1946	1,093,881	2,928,936	42,656
1947	5,043,168	4,975,753	110,071
1948	5,267,631	5,314,509	96,908
1949	5,553,071	5,527,535	125,967
1950	7,088,504	6,769,238	460,556
1951	8,820,912	7,278,443	1,996,507
1952	8,637,772	8,585,122	2,047,897
1953	11,213,753	10,784,445	2,516,299
1954	12,369,197	12,485,385	2,400,127
1955	14,776,182	13,077,845	4,205,749
1956	16,845,727	16,250,320	4,801,137
1957	16,369,057	16,577,206	4,620,209
1958	19,849,585	19,598,749	4,916,281
1959	21,704,966	21,787,125	4,870,871
1960	19,415,271	19,582,490	4,765,708
1961	19,421,989	19,352,559	4,828,503
1962	21,542,556	21,525,205	4,857,228
1963	22,767,463	22,864,410	4,758,613
1964	21,550,718	21,644,772	4,699,583
	<u>281,940,022</u>	<u>277,682,689</u>	

TABLE 2.

ORIGIN OF CHURCHILL RECEIPTS

Supplied by	Sask. Pool Elevators	Central Selling Agency	Others
From 1931 to Dec. 31, 1963	125,578,899	544,000	134,266,405
1964 Port Season	9,570,304	—	11,980,414
Total to Dec. 31, 1964	135,149,203	544,000	146,246,819
Percent of Total	47.9%	.19%	51.87%

TABLE 3.

NUMBER OF POOL ELEVATORS AT WHICH A FREIGHT DIFFERENTIAL EXISTS IN FAVOUR OF CHURCHILL

Per 100 lbs.	Per Bushel	Points
4c	(2.40c)	11
3c	(1.80c)	42
2c	(1.20c)	94
1c	(.60c)	151
Even		58
		<u>356</u>

TABLE 4.

SASKATCHEWAN WHEAT POOL GROSS WHEAT SHIPMENTS TO CHURCHILL

Rate of Differential in Favor of Churchill Compared with Lakehead	1 Nor.	2 Nor.	3 Nor.	4 Nor.	Total	% of Each Differential to Total	No. of Cars Shipped
Even	3,605	2,916,447	36,019	—	2,956,071	31.3	1,557
1c	1,642	4,127,348	108,305	—	4,237,295	43.4	2,185
2c	—	1,415,304	141,248	—	1,556,552	16.0	803
3c	—	572,074	255,752	—	827,826	8.5	428
4c	—	84,289	91,063	—	175,352	1.8	82
TOTALS:	5,247	9,115,462	632,387	—	9,753,096	100%	5,055
Percent of Each Grade to Total	.053	93.463	6.484	—		100%	
Gross shipping weights as shown above differ from Net Unloads but show grades as shipped by our Agents.							

TABLE 5.

COST PER BUSHEL OF MOVING WHEAT FROM CANADIAN
PORTS TO C.I.F. LIVERPOOL

1965 — Basis No. 2 Northern — July Shipment — 1965

	Via Churchill	Via Vancouver	Via Ft. Wm./Pt. A.	Via St. Lawrence Ports
Canadian Wheat Board price bushel (in store port)				
February 1, 1965	\$1.94375	\$1.91625	\$1.88375	\$2.02375
Shipping Costs:				
Handling and Brokerage (1)	.03394	.03308	.03032	.00465
Ocean Insurance (2)	.01306	.01153	.01057	.01059
Bank Charges	.00125	.00123	.00120	.00128
Ocean Freight (estimated)	.24107	.28125	.33161	.21107
Total Shipping Costs	.28932	.32709	.37370	.22759
Cost of Wheat — C.I.F. Liverpool	\$2.23307	\$2.24334	\$2.25745	\$2.25134

(1) Includes elevation, weighing and inspection and Warehouse Receipt cancellation at Churchill; fobbing at the Lakehead; Wheat Board differential at Vancouver and Seaboard Wharfage, Superintendence and forwarding Brekerage fees at all ports.

(2) Includes marine, war, strike, riot and out-turn insurance.

TABLE 6.

COST PER BUSHEL OF MOVING WHEAT FROM CANADIAN
PORTS TO C.I.F. LIVERPOOL

1964 — Basis No. 2 Northern — July Shipment — 1964

	Via Churchill	Via Vancouver	Via Ft. Wm./Pt. A	Via St Lawrence Ports
Canadian Wheat Board price per bushel (in store port)				
March 13th, 1964	\$2.1050	\$2.0925	\$2.0500	\$2.1750
Shipping Cost:				
Handling and Brokerage (1) ..	.03194	.03149	.02907	.00390
Ocean Insurance (2)	.01411	.01257	.01149	.01138
Bank Charges	.00135	.00134	.00131	.00137
Ocean Freight (estimated)	.21750	.27322	.32384	.20250
Total Shipping Costs	.26490	.31862	.36571	.21915
Cost of Wheat — C.I.F. Liverpool	\$2.36990	\$2.41112	\$2.41571	\$2.39415

(1) Includes elevation, weighing and inspection and Warehouse Receipts cancellation at Churchill, fobbing at Lakehead; Wheat Board differential at Vancouver; and Seaboard wharfage, superintendence and forwarding brokerage fees at all ports.

(2) Includes marine, war, strike, riot and out-turn insurance.

Mr. Jim Gray, the Association Secretary, then asked permission to say a few words. He stated that he had not taken any part in any of the discussions during the convention as he was kept very busy, and wanted to hear from the delegates. However he said he must make it known that he did not agree with some of the statements that had been in regard to the savings created by shipping and selling wheat at Churchill.

He noted that Mr. Vogel, one of the Commissioners of the Canadian Wheat Board had informed the meeting that it costs 14 cents a bushel to get wheat from the terminal in Fort William, into the terminal in Montreal. This was a charge that was not necessary when wheat was shipped to Churchill. However Mr. Vogel stated that when all the costs were taken into consideration, there was only approximately four cents a bushel saving by shipping and selling via Churchill. Mr. Ross, Director of the Saskatchewan Wheat Pool had given figures to show that there was a saving of 10 cents a bushel (Ten cents).

Mr. Gray pointed out that there was a large wheat producing area called the Churchill Preferential Area, where millions of bushels of wheat were produced each year. The wheat from this area could be shipped to Churchill much cheaper than to Fort William or Vancouver, at savings of from one to three cents per bushel, or an average of one cent a bushel less than to Fort William. This meant one cent saving to get the wheat to Churchill. The local elevator that shipped the grain to Churchill, was given a "Diversion" charge of one and one half cents a bushel, to compensate their Company for any profits it may have made if the wheat had been shipped to their terminal. This is a charge that does not apply to wheat shipped to Fort William. If this charge was eliminated, (as suggested by resolution at the Association's 1965 convention), then it would mean another saving of that amount. The wheat stored at Churchill all winter, (nine months) in the terminal, (5,000,000 bushels capacity), costs five cents a bushel for that period. If that wheat was stored at Fort William it would cost nine cents a bushel. This means that storage costs at Churchill would be \$200,000.00 less than at Fort William. On an Annual export of 20,000,000 bushels, this would mean another one cent a bushel saving. The previous figures add up to three and one half cents a bushel saving just to get the grain to Churchill. Then if it costs 14 cents a bushel to get the wheat from Fort William to Montreal, that is a charge that does not exist at Churchill. Montreal and Churchill are approximately the same distance from Liverpool, and the ocean freight on merchandise coming from the United Kingdom to Canada are the same for Montreal or Churchill. This being the case, there does not appear to be any logical reason, why the ocean rate should vary on goods going the other way, the same distance. There appears to be a great discrepancy between the various figures given. However the distance still remains. It is approximately 1,100 miles shorter between the Prairies and Liverpool, by way of Churchill than by way of any other route.

Transportation miles cost money. If all things were equal, the Association officers are sure that the savings would be much greater than the figures presented to our annual meeting. If however, things are not equal, by man-made rules, or administration, then of course it is impossible to compare.

The following table of figures should represent the savings as they are, under present circumstances and rules:

Extract taken from the
**Report of the Committee
on Manitoba's Economic Future**
1962-1975

TABLE X-8

**Average Forwarding Costs for Grain Shipped to Great Britain
from Selected Canadian Ports, 1962**

	Via Churchill	Via Pacific Ports (cents per bushel)	Via Lakehead Direct bushel)	Via Montreal	Via Maritime Ports
Internal costs	22.251	21.050	21.059	35.560	44.247
Ocean Transport	19.212	23.567	31.728	18.518	18.255
Estimated average forwarding costs					
Great Britain	41.463	44.617	52.050	54.078	62.502
Churchill (H.B.R.A. figures)		41.463	41.463	41.463	41.463
Churchill Savings (H.B.R.A. figures)		3.154	10.587	12.615	21.039

The above figures plainly show the savings created by using Churchill for the export of our grain. Surely no one will question this report, as it was the result of a long study by very competent people.

Invitation were received from the following towns and cities to host the 1966 Hudson Bay Route Association annual meeting:

City of Brandon,
City of Melville,
Town of Canora,
Town of North Battleford,
City of Prince Albert, and
City of Calgary.

Mr. B. Mitchell moved that the time and place for the 1966 annual meeting be decided by the Board of Directors. Seconded by Mr. Lussier of Arborfield, and carried.

Mr. Richford and Mr Gray expressed their appreciation to the town of Tisdale for the success of this convention, being one of the best ever had by the Association. They urged the delegates to keep the work of the Association before the public and to try to arouse interest in its work.

Mr. Cameron moved that the meeting adjourn. Seconded by Mr Streeton. Carried.

A meeting of the new Board of Directors was held.

Best Wishes to the
HUDSON BAY ROUTE ASSOCIATION
from the
THE PAS CHAMBER OF COMMERCE
THE PAS, MANITOBA

RESOLUTIONS PASSED

1. WHEREAS the Wheat Board have been paying a diversion charge of 1½ cents a bushel on all wheat going to Churchill, this charge amounting to \$918,702.51 during the last three years, or over \$300,000.00 per year, and

WHEREAS the Hudson Bay Route receives no benefit from this charge nor can they find reason for the charge being made, and

WHEREAS the charge constitutes a direct handicap to the Route,

THEREFORE, we instruct our officials to request the Board of Grain Commissioners and other powers that may be involved to remove said charge from the route.

2. This brief is prepared on the basis of a summary of the proceedings of an Arborfield and District Board of Trade meeting held on Wednesday the 10th day of February, 1965, at which the main topic under discussion was the preparation for the Hudson Bay Route Association Annual Convention to be held in Tisdale on February 17th and 18th, 1965.

Dealing with the port of Churchill, the meeting felt that more recognition should be given this port, and the facilities as a seaport extended. With modern techniques the short shipping season could be well extended. Instead of shipping grain to Eastern seaports for exporting, more of this grain should be shipped through Churchill, thus bringing larger returns to the farmer.

With the discovery and development of the potash industry and with certainty that other mineral and petroleum deposits will be found and developed in the western provinces, the people fail to see why railway line abandonment should even be considered at the present time.

The people in this area feel that instead abandoning the Arborfield subdivisions of the CNR, this line should be extended from Arborfield to The Pas via Carrot River. While the railway argues the point that the shipment of grain by railway does not pay, we in this area of north eastern Saskatchewan feel that there are other important items that should be reviewed such as the development of further lumber industries, mineral and oil deposits in the Pasquia Hills, where maor drilling is now taking place. We would like to recommend to the CNR and the Federal Government that any branch line abandonment in Saskatchewan and other western provinces should be deferred at least until

it is found what mineral and natural potential of this relatively new area actually is.

The meeting urged that the Wheat Board and the authorities of the Federal Government to use the port of Churchill to capacity and not subsidize the eastern ports through shipment of grain through them. We wish to point out that on one hand the government of Canada would rather not subsidize railway branch lines; but on the other hand the eastern ports are being to some extent subsidized by the western farmer.

The port of Churchill, we feel, should therefore be recognized as a major port to western Canada; the facilities as a port extended, grain terminals to handle the major part of grain for export should be built at Churchill and the port utilized to capacity.

3. RESOLVED that efforts be continued, in co-operation with other agencies, to ensure that legislation will provide for a rational transportation system which ensures that service remains the first and most important objective of national transportation system, and further that particular emphasis be given the following three points:
 - (i) That the Crow's Nest statutory grain rates remain free of encumbrance or proposed subsidy based on alleged loss for this service;
 - (ii) That the new authority proposed in the Bill be given sufficient powers and jurisdiction to effect transport rationalization;
 - (iii) That rate controls be adequate to protect industries or regions competition between carriers is limited or non-existent.
4. RESOLVED that we support the Canadian Federation of Agriculture and urge that no rail line be abandoned except, as a part of an overall transportation policy based upon the following points:
 - (i) That social and economic structure of the communities concerned shall not suffer unduly.
 - (ii) That the railways must prove to the satisfaction of the railway rationalization authority that subject to point (1) above the line is in fact being operated with the greatest possible efficiency.
5. WHEREAS increasing automation, in all fields of human endeavor, decreases job opportunities, which is especially hard on the population of the Prairie Provinces, because

of the absences of sufficient secondary and tertiary industries, which depend on economic bulk transportation. BE IT RESOLVED that we urge the Federal Government to restore our Western Navigational Waterways, and enforce the existing Navigational Waterways Act.

6. WHEREAS it is imperative to have steady, prosperous farming communities to supply the wheat necessary to prosper the Hudson Bay and other railways, and

WHEREAS the world price of wheat has been seriously depressed during the past several months, and

WHEREAS all the main wheat exporting countries of the world except Canada support the export price of their wheat so that their farmers do not have to compete with foreign treasuries, and

WHEREAS a supporting price for wheat is necessary to maintain the smaller farmer on the land and thus keep him from competing in the city work centres where he would add to the troubles already existing there.

THEREFORE, in order to stabilize farming, we, the Hudson Bay Route Association hereby instruct our officials to contact the proper authorities of the Dominion government and request that they declare that "parity prices" be paid to each bona fide farmer on a basic volume of wheat delivered in each year's quota, basis No. 2 wheat or unit equivalent.

7. WHEREAS Canada's wheat producers are the only major wheat exporters in the world without a government price support programme.

BE IT RESOLVED that we support the Canadian Federation of Agriculture and urge the Government of Canada to subsidize wheat exports to the extent necessary to prevent the Canadian wheat producer being placed in the position of having to compete with the national treasuries of other wheat exporting countries.

8. WHEREAS the facilities at the Port of Churchill warrant greater use for incoming cargo than it is used at present, AND WHEREAS a greater amount of incoming cargo would insure more outgoing cargo,

THEREFORE be it resolved that the Hudson Bay Route Association urge western business that the port of Churchill be used by their imports by specifying "Via Churchill."

9. WHEREAS both exports of grain and imports of general cargo through Churchill showed serious declines, and

WHEREAS new berth space, lighted buoys, a new tug, modern bulk carriers and modern methods of cargo handling and modern railroading indicate that a movement of 30,000,000 bushels through Churchill is reasonable during the present shipping season.

BE IT RESOLVED that the Hudson Bay Route Association again make representation to the Canadian Wheat Board, the Grain Trade and other private and Government agencies concerned, that every effort be made to secure an export of 30,000,000 bushels of grain through Churchill during the 1965 season, which shall include "new" market grain and sailings in the later part of the season right up until the end of the insurance on October 20th.

10. WHEREAS there has been a regrettable decline in imports via Churchill,

BE IT RESOLVED that this Association ask the Dominion Government to remove such restriction, particularly as they are applied British imports, as arbitrary valuations and request that trade and traffic solicitations offices of the Dominion Government of the National Harbours Board, the Canadian National Railways and the Governments of the Prairie Provinces, conduct vigorous campaigns to promote the use of Churchill for imports to Canada.

11. WHEREAS the use of the Hudson Bay Route would appear to make Canadian flour more competitive in the present difficult world markets,

BE IT RESOLVED that this Association continue to make every effort to secure flour exports via Churchill during the 1965 season.

12. WHEREAS grain buyers, brokers, ship owners and insurance underwriters appear to have unjustifiable fear of a vessel being frozen in at Churchill,

BE IT RESOLVED that officials of the Department of Transport take action to reassure them on that point, which shall include stationing of an ice-breaker in the harbour during the later part of the season in addition to the one maintained in the Hudson straits, and to issue covering publicity to all concerned, well before the season opens.

13. WHEREAS the increase in present traffic and the development of new, requires a longer season at Churchill,

BE IT RESOLVED that the Department of Transport be urged to secure from the Underwriters

- (i) a substantial reduction of insurance for vessels built for use in ice-frequented waters, especially as it applies to Churchill sailings in July and after October 20, and
 - (ii) provision for vessels to pass Cape Chidley without prejudice to insurance coverage prior to July 22nd, if the proper Canadian authorities deem conditions to be safe, and
 - (iii) that the National Harbours Board and other authorities concerned proceed rapidly with an engineering and meteorological study of all factors affecting the proper keeping of the harbour open and safe during the later part of October and through to December with special reference to the building of a causeway across, and a diversion of, the Churchill River.
14. WHEREAS this Association, while appreciating the dredging programme recently carried out at Churchill, understand that it was not completed as planned, and that further improvements should be made to the Channel, and WHEREAS the dredge, recently refitted, is available for use in 1965,

BE IT RESOLVED that we request the National Harbours Board to resume the dredging programme in 1965, and that this request also be made to the Minister of Transport.

15. WHEREAS industrial development is essential for the growth of Churchill and the well-being of the residents of the town and surrounding territories,

BE IT RESOLVED that (a) we ask the National Research Council of Canada to commence a study of possible uses and development of northern natural resources, such as peat and forest products, and of methods of de-icing superstructures of ships, and (b) we urge the Manitoba Government to foster Churchill based industries, such as forest products industries, whose products would be exported through Churchill.

16. WHEREAS the construction of the Saskatoon-Melfort line of the Canadian National Railways was the result of a policy decision to connect Saskatoon directly with the Hudson Bay Route, and

WHEREAS this line is now listed for abandonment, and WHEREAS new development as

- (a) the opening of at least three potash mines near Saskatoon with the possibilities of export via Churchill and associated industries, also industrial development resulting from a potash and from the Saskatchewan Dam,

(b) larger imports via the Bay resulting from a much longer season following the construction of the Causeway,

(c) developing agriculture would make this line an increasingly important transportation link,

BE IT RESOLVED that this organization vigorously protest any possible closing of this line, and work closely with those who are, or will be, working for its retention.

17. WHEREAS the ever increasing size of vessels and the economic necessity of increasing grain exports via Churchill make it necessary to have more grain available at Churchill at all times.

BE IT RESOLVED that we request the Federal Government to increase the storage capacity at Churchill.

18. WHEREAS increasing traffic into the north and problems which will arise on remaining lines, should railway abandonment proceed, places an increasing strain on the single line through Hudson Bay, Sask., to The Pas, Manitoba,

BE IT RESOLVED that this Convention recommend to the Canadian National Railways, that the matter of extending the CN line from Arborfield and Carrot River to The Pas be reconsidered in the light of present and encouraging future potentialities of increasing trade, with a view to an early completion of this extension.

19. WHEREAS the town of Churchill is facing readjustment.

BE IT RESOLVED that this Convention ask the Dominion and Provincial Governments to do all in their power to assist in adjustment to these changes, with special reference to providing for future growth, making lots easily available in the townsite, providing sewer and water, modern hospital facilities and vocation training for the people of the north by the provision of adequate educational facilities at Churchill, which could include a university of the North.

20. WHEREAS the Hudson Bay Route and the port of Churchill provide Canada with a great trade route to the markets of the world, with great untapped potentialities,

BE IT RESOLVED that this convention of the Hudson Bay Route Association direct that its officers make every effort to ensure that Churchill and the Bay Route be featured Expo '67, and that the Association be represented at the Exposition, if that can be arranged.

21. WHEREAS imports via the Bay Route continue to be most disappointing and businessmen state the present CNR rates, as compared with rates on other lines offer no inducement to them to patronize the Route,

BE IT RESOLVED that we again ask the CNR to extend to importers the same incentive and competitive rates over the Hudson Bay CNR line on a mileage basis, as are being given on other lines.

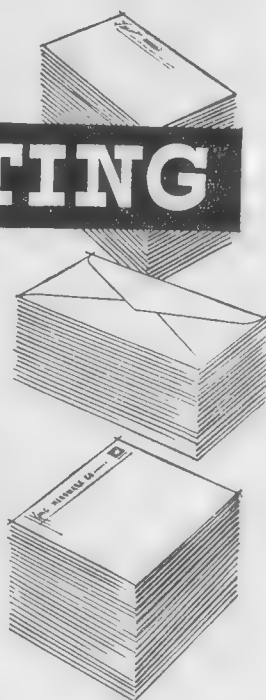
22. WE, the directors, as well as the delegates to this convention, wish to extend to the Town of Tisdale and the various organizations who gave so generously of their time and effort to extend to us the splendid hospitality we have received from you, which has made this one of the most successful conventions ever held, our grateful thanks.

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Towns, Villages, Boards of Trade, Chambers of Commerce and large business according to size	\$10.00 to \$ 50.00
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